

## OUR IRON-CLAD FLEET.

## THE FIRST COMPLETE ACCOUNT OF OUR IRON NAVY.

## All the Vessels Built and Building Described.

## Forty-four Iron and Iron-Clad Vessels to be Afloat in October.

Several lengthy accounts of the iron-clad fleet of the United States have recently been printed. It is almost needless to say they were all imperfect, as in no instance was an attempt made to keep up with the daily issued orders of the Navy Department for the construction of ships of the kind referred to. Subjoined is the first and only complete record of our new iron navy which has been given to the public. It comprehends not only all the vessels afloat and approaching completion, but those which have just been commenced, and of which few persons have heard anything. It is not generally understood that, besides our Monitors, Galenas, Ironsides, Roanokes, and the ten Ericsson craft ordered by Secretary Welles, with the approval of Congress, work has begun on an entirely new fleet, some vessels of which will be of a peculiarly original character. The progress made by the contractors for the ten iron-clad gunboats similar to the Monitor, has been most satisfactory. One of those at Greenpoint has her machinery on board, and may be expected to be ready for commission in three weeks. The two at Chester are also pushing ahead rapidly, and will be finished about the middle of next month. But the first iron-clad vessel that will be ready to join the fleet already serving under the United States flag, will be the frigate New Ironsides, which has just been launched and reported ready for sea at the Philadelphia Navy-Yard.

In the annexed description of the different iron-clad vessels, each is placed according to its size and rank in the service. We have purposely made the report of each brief but comprehensive, so as to facilitate the completeness of the sketch:

## THE FRIGATES.

**The New Ironsides.**  
This vessel, being the largest of our iron-clad fleet by 100 tons, deserves first notice. She is no less than 3,500 tons burden, and has just been launched and equipped at Philadelphia. She is 232 feet long, 57 feet 6 inches wide, 17 feet deep, and will draw 15 feet of water. Her frames are of white oak, and the average thickness of her sides is 20 inches. The plates commence four feet below the water-line, and are 15 feet by 25 to 30 inches wide. She is a sea-going steamer, and has three masts, the topmasts and yards being capable of being lowered in action so as to leave only the lower masts in view. She has a very formidable battery. It consists of sixteen 11-inch Dahlgren guns on the gun deck, and two 200-pounder Parrott guns on the spar deck. The Ironsides has but three decks, the orlop deck, in consequence of the light draft of the frigate, being dispensed with. Her machinery is of great power, consisting of two horizontal direct acting engines, with cylinders of 50 inches diameter, and 30 inches stroke, intended to make 85 revolutions per minute, and to drive a brass four-bladed propeller of 13 feet diameter and 18 feet pitch. The boilers are four in number, known as horizontal tubular, each being 17 feet front, 11 feet deep, and 11 feet high, of a collective force of 1,600 horses. Though the boilers and machinery and coal-bunkers occupy considerable space, there is ample room for officers' quarters and the accommodation of the crew.

**The Roanoke.** was built at Norfolk in 1855, and nearly broke her back in launching. She rated with the Niagara, Merrimack, Colorado, and Minnesota before it was deemed advisable to raise her. Her first cost was \$500,000, and, after a few months service as flag-ship of the Home Squadron, she was repaired at a cost of \$200,000. Some time after that, after a little service, she again came to New-York, and was put in good shape at a cost of about \$40,000. Her last service was in bringing her the Japanese, and on her return it was found that she would require about \$100,000 to put her in proper trim again.

She is to be clothed with thick iron plates, which are to extend about five feet below the water-line; she will have three great revolving gun-turrets on deck, and a powerful iron bank or ram on her bow. This bank resembles a huge ax, and is composed of plates 20 feet long, 41 inches thick—thus making 9 inches of iron on the front edge. Each of the revolving gun-turrets will be 20 feet in diameter, and the sides will be formed of 11 courses of inch-plates. Each plate for a turret is about 9 feet in length by 40 inches in width, and an inch in thickness. Two courses of rivet holes are punched out in each, and they are all bent cold in a powerful hydraulic press. The bed-plate of the press is of a concave form, and the top block is of a convex form. A plate to be bent is placed upon the concave bed-plate of the press, and when properly adjusted the pump forces up three rams under it, and the plate is reduced to the proper curve against the top block. The pressure to which each plate is submitted to give it the proper curve is 3,500,000 pounds. By this method of bending the turret plates cold, there is perfect uniformity and accuracy secured for the whole.

The Roanoke is still in the dry-dock of the Navy-Yard, and will not be ready for her officers and crew before six weeks.

## THE GUNBOATS.

## THE MONITOR.

Several descriptions of this vessel have been published. A brief notice of her must suffice here. She was of entirely new plan, invented by Capt. Ericsson, of the first vessel launched of her kind. She was built in 100 days, at Greenpoint, and launched by Capt. Ericsson, Jan. 30 of this year. She has, as it were, two hulls, the upper one mailed and defensive, the lower one light, composed of iron three-quarters of an inch thick. The upper hull is placed with armor six inches thick. It is 174 feet long, 41 feet 4 inches wide. The iron-clad portion outside is perpendicular, five feet high. The vessel draws about ten feet. The revolving turret is nine feet high, twenty feet internal diameter, composed of iron plates nine inches thick in all, with an additional shield of three inches on the side of the port-hole. The armament consists of two 11-inch Dahlgren guns. The vessel has no unprotected part. Several naval officers affirm that the only reason that the Monitor did not sink the Merrimack at Hampton Roads was the inability to use balls of sufficient weight. Only from twelve to fifteen pounds of powder could be used. She is now on active duty in James River, and is reported to be in excellent condition.

## THE GALENA.

The Galena has also been described several times, but the following particulars will bear repetition. She was designed by Mr. Julius Patterson, and constructed at Mystic, Conn., by Messrs. Mason, Fish & Co., the builders of the gunboat Owaseo, now in active service. Naval Constructor Rook was charged with the general superintendence of the work. As soon as possible after being launched she was sent to the Continental Iron Works, at Greenpoint, L. I., to receive her armor, which consists of iron plates, 25 feet long, 4 inches wide, and 31 inches thick, wrapping each other, and extending 4 feet below

the water-line. Her dimensions are, length over all, 208 feet; breadth of beam, 36 feet; depth of hold, 12 feet; burden, 1,000 tons. She is not at all like the Monitor, being simply an iron-plated screw steamer of great strength, and modeled with a view to speed. She is pierced for 18 guns, but carries only 6, viz.: 4 Dahlgren and 2 Parrott guns. The Captain's room is amidships, on the gun deck, the wardroom and men's quarters on the berth deck, and the engine on the orlop deck.

The gallant action of the Galena on the James River has conclusively proved her success. She is now stationed with the fleet there.

## THE NAUGHTUCK.

It has been supposed that this vessel was an iron-clad steamer, built especially for war purposes; but such is not the case. It is simply an iron-clad canal-barge propeller, constructed for running upon the Delaware and Raritan Canal, and arranged to be submerged at pleasure, and to serve as a model for the large Stevens Battery in course of construction at Hoboken. This propeller was also arranged for submersion by Mr. Stevens at Hoboken, and then presented to the Government. It embodies most of the principles on which his larger battery is built. The dimensions of the Naughtuck are as follows: Length over all 101 feet; breadth, including bulwarks, 22 feet; depth of hold, 9 feet. She is constructed in four compartments of about equal size, those at the bow and stern being intended for water, and the middle sections being occupied by the crew's quarters and engine room. Beneath the deck is another compartment running the whole length of the vessel, also intended to be filled with water when the vessel is in fighting trim. When this compartment is empty the vessel draws about 41 feet of water, and when filled—which is done through valves connecting with the larger compartments—she draws within a few inches of 9 feet. Around the vessel bulwarks are constructed of white cedar 41 feet in depth, 20 inches thick, and extending 18 inches above the deck. The object of this is to afford buoyancy and protection. Her armament consists of one 100-pounder rifled gun and two 12-pound howitzers. The former is so placed as to point forward, and a space in the bow is made to open, through which the fire is delivered, and the opening is at once closed. The gun is loaded on Stevens's principle of lowering the muzzle beneath the deck. The Naughtuck is now in New-York harbor waiting for a new gun.

## THE NINE MONITORS.

Beside the vessels named, there are nine iron-clad gunboats in course of construction, and nearly finished. The localities of their construction are as follows: Three at Greenpoint, two at Boston, one at Wilmington, Del., two at Chester, Pa., one at Jersey City. These will be all perfectly alike. In describing their similarity to our reporter, Captain Ericsson said: "If one of them fell into a hole the other eight would fit it exactly." Their chief dimensions are as follows: Length over all, 200 feet; breadth of beam, 45 feet; depth of hold, 12 feet; diameter of turret, 21 feet; thickness of turret, 11 inches; armament, two 15-inch Dahlgren guns. Each will be of 1,085 tons burden, 1,450 tons displacement, and 11 feet draft. The contract price is \$400,000 each. Several deficiencies in the Monitor will be rectified in these batteries, the pilot-house being placed on the revolving turret, and ventilation passing through the roof of the latter instead of through the deck. These, it is well to report, will have only one turret each.

## THE HULLS.

The keels are to be of the best quality flange iron, 1-inch thick, butted and strapped every six feet, and hollowed out 4 inches deep and 18 inches in width, form a "water timber," the fore and aft vessel straps to be 1-inch thick, 8 inches wide, and thoroughly fastened with four rows of 1-inch rivets. The fore and aft center keelson is to be formed of plates 32 inches wide, half inch thick, and 711 inches long, and well bound with angle iron.

The bulwarks or armor timbers are to be composed of a series of vertical blocks of oak, 17 inches by 12 inches, securely fastened by angle iron. These will be covered by longitudinal timbers, running from end to end of the vessel, varying in thickness according to the general curvature. The three lower longitudinal timbers will be of pine, and the two upper of oak. The plankwork, which forms part of the bulwark, will be made of oak, 18 inches wide and 17 inches thick.

Around the outside of the vessels, and in place with the lip portion of the hulls, there are to be horizontal armor-plates, 46 inches amidships, diminishing by a fair line to 32 inches wide near the ends.

The side armor, to be fastened to the wooden bulwarks, will be composed of five courses of plates, measuring five inches in thickness. No plate is to be less than six inches long, and the edges are to be planed and accurately fitted. The armor will extend 31 feet below the water-line all round the vessel, projecting 3 feet 8 inches beyond the hulls. The courses of the hull plates are to be run fore and aft, and to be put on outside and inside strakes, the garboard strake to lap the keel-plate four inches, and all the other strakes to lap 21 inches; the ends of the plates to be butted and strapped with pieces eight inches wide. All the seams are to be made fair and straight, and to be split and caulked, and painted with the best red lead paint. The keel-plates will be three-quarters of an inch thick.

The deck beams will be made of oak, 12 by 12 inches in the middle, and 10 inches deep by 12 inches wide toward the ends. The deck plank will be of pine, 7 inches thick and 8 inches wide. Crown of deck between extreme points of bulwarks, 6 inches. The seams all to be thoroughly caulked and pitched. All deck hatches for entering the vessels, taking in coal, or for ventilating purposes, or for obtaining light, will be formed of wrought-iron frames inserted into the deck, so as to form watertight joints; these frames to be accurately faced and provided with appropriate covers made of wrought-iron 2 inches thick, with means of fastening the same from below.

The deck plating will be composed of two thicknesses of best wrought-iron plate, each half inch thick, securely fastened to the deck, with felting carefully spread between.

## THE HEAVY IRON GUNBOATS.

Beside the vessels being mailed with iron, there are some to be exclusively of iron, in course of construction. One of those is to be a side-wheel steamer. The other is in the hands of Mr. Whitney's workmen at the dry-dock iron-works. She will be of the following dimensions: Length 156 feet, breadth 36 feet, depth 13 feet 6 inches. She will have two large turrets, one at a medium distance toward each end, and between these will be placed the pilot-house. She will be propelled by four propeller engines. At the bow there is a large and formidable iron prow or ram of 9 feet in length. This vessel will also have the peculiar faculty of sinking or rising in the water like the Naughtuck, so that the deck may, at different times, be either two or eight feet above the water-line. The thickest plating will extend to two feet below the water-line. The ribs are of about three-quarters of

an inch in thickness, and three or four inches wide. They are placed, as it were, like the rafters of a building, and go entirely around, forming the framework upon which the deck, bottom and sides of the vessel are laid. The bottom of iron, and quite light, being only 9-16ths of an inch thick. The plates laid on the sides to a thickness equal to seven inches, with bars of iron running lengthwise, and iron plates laid over them in a contrary direction, so that there will be the cross-grain of the iron to offer an additional resistance to the penetration of shot. The vessel presents no straight sides for shot to strike against, and no shot can be directed against it which will not hit it at an acute angle, and in all probability glance off.

## THE GREENPOINT IRON VESSEL.

The keel of this vessel was laid on the 8th inst. She will have two turrets, and is to be exclusively iron, and of extraordinary strength. She will be 226 feet long, 48 feet wide, and 13 feet deep. Her tonnage will be over 1,000. The machinery is to be built at the Morgan Iron Works in this city.

## THE CHESTER IRON VESSEL.

Reany, Son & Co., at Chester, Pa., have received a contract from the Government for the construction of an iron gunboat, which is intended more particularly for service in rivers. She will be 236 feet long, 35 feet beam, and 12 feet depth of hold, and she will be the only naval iron side-wheel steamer in the world. At a time when France and England have given over the construction of side-wheel vessels, we have not only built twelve wooden ones, but have now a complete iron craft, with invulnerable paddle boxes. The United States will thus be the first to prove that the advantages of the rapid paddle may be retained in a man-of-war, while its objectionable features may be rendered practically harmless by the thick guard of iron. Workmen are about to commence the way for the new keel blocks. The yard of Messrs. Reany & Sons is at Chester, Delaware County, some distance from Philadelphia, where two exact copies of the Monitor are speedily approaching completion. The Messrs. Reany pay Mr. Ericsson a stipulated sum for the use of his plans.

## THE BOSTON VESSEL.

This was the first craft ordered of the last fleet. She is to be built in Charleston, and may be ready for active service before the 10th of November. She is to be faster than the Monitor, and that vessel's imperfections will not be repeated in her. She will be 1,300 tons burden, nearly as much as either of the four new steam-frigate buildings. Her length will be 240 feet, her breadth of beam 33 feet, and her depth of hold in proportion. The upper deck will be flush, like the Monitor's, neither bulwark or rail running above it. The strength of the deck will be enormous. It will consist of no less than six-inch oak plank, covered with an inch and a half of the best description of iron. On the outside of the hull the plating will be five inches thick, a full half inch more than that of the Warrior or Black Prince. The masts and booms will be so close even in the wood as to form of themselves a thick mail. Work has already begun on this vessel, and is progressing rapidly. Her contractors expect to make her one of the most successful iron-clad ships.

## THE CALIFORNIA VESSEL AT JERSEY CITY.

A vessel for the Pacific Ocean, the first of a fleet for the protection of our California coast, has been commenced at Jersey City. It is not considered proper to print the exact particulars of the new movement at present, but we may state that the vessel will be about 250 feet in length, and of proportionate depth and width, and that they will be fully armed and mailed.

## THE OTHER PHILADELPHIA CRAFT.

The sub-marine iron propeller built at Neam & Leavy's, Philadelphia, for the Government, from plans furnished by the inventor, Mr. Villeroy, was launched some time since. The propeller is built of boiler iron, and is 65 feet long, 6 feet deep, and 5 feet wide. It is sharp at each end, perfectly round, and is somewhat larger at one end, where there is a single opening for the entrance of the crew that are to work her. When in the dock it is closed and fastened under the inside. It is then sunk by means of water, and moved in any direction, by means of small paddles or propellers, twelve of which are placed on each side. There is a man-hole in the bottom of this craft, intended for the escape of a man in sub-marine craft, whenever such a step is necessary to carry out the designs of any contemplated expedition.

## THE NEW RIVER GUNBOATS.

The ten iron-plated gunboats ordered by the Navy Department for the protection of Ohio and Indiana along the Kentucky border, will each carry two guns, draw two feet of water, and are calculated to navigate the Ohio River, from its mouth to Pittsburg, in all seasons of the year. A heavy force has been detailed to cut down the boats, put on thick wooden bulwarks, and plate them with iron, and after the best models. When completed, they are expected to form an adequate force to repel all guerrilla raids across the Ohio into the Free States.

## THE MISSISSIPPI IRON-CLADS.

There are building three powerful, impregnable iron-clad gunboats contracted for by the Government for service on the Mississippi, the Chillicothe, Indiana, and Tusculum, now nearly completed, the two former at Cincinnati, and the latter at New-Albany, Indiana, under a contract with Joseph Brown, a St. Louisian.

The three boats named are of the Monitor order; that is, their armaments are carried in turret-like impregnable encasement in iron, while every part of the hulls, in any manner exposed to shot, are guarded with heavy iron plates several feet below the water-line.

## THE CHILICOTHE.

The Chillicothe is nearly finished. When she was visited recently at Cincinnati she had all her machinery in, her deck plating completed, her turret more than half plated, and much more of her bow and stern plating on. Her side plating would not be put on until she had passed through the canal at Louisville, her width being such that she can barely go through without the plates. She was so nearly done that the Captain expected to take her down during the present week.

She is the smallest of the three, built strongly with side wheels working in a recess; is entirely iron-clad, sides, bow, deck, and stern—her deck iron being one inch thick, and her hull plates two inches. Her tower is covered with three-inch plates, carrying two guns of 160 pound caliber. With all her armament on board she will draw but 34 inches. In length she is 162 feet, with a width of 50 feet. Her officers' rooms and machinery are all below deck, and perfectly protected from shot. She has two steam engines of great power, which, in shoal water, would be able to haul her over a bar with two feet of water. She has made a trial trip, and easily makes five miles per hour up stream.

## THE INDIANOLA.

The Indianola is a larger boat, being 170 by 50 feet, with a nine foot hold. She is powerfully and heavily built, with side wheels, and, in addition, two propellers. She has five large boilers, and four engines of great power, which will propel her without trouble ten miles per hour up stream. She also carries 168-pound guns in a shot-proof tower, covered with three-inch iron, her hull in every part, bow, sides, and stern, being protected with two-inch iron, and her deck covered with one-inch plates. In every respect she is a war vessel of formidable strength, and is designed for ease and speed in handling, as well as for the crushing power of her armament.

Her machinery is all in, and within six weeks it is expected she will be ready for service.

## THE TUSCULUM.

The Tusculum is being built at New-Albany, her size being such that she could not be carried through the canal. She is 170 feet by 70, with a seven foot hold, and will carry 108-pound guns. She is, in every way, like the Indianola, only larger, having side wheels and propellers, with immense engines, in size and power, capable of taking her against the current ten miles per hour. Her draft will not exceed 49 inches. She will be completed within six weeks, and her proportions, strength, and invincible power will be far in advance of anything now on the Western waters.

The machinery for these three formidable war vessels is built in St. Louis, by McCord, who, together with L. P. Sanger, has an interest in the contract.

A large portion of the iron plates, and perhaps the whole, was contracted for with Harrison & Co., of that city, and was rolled at their mill.

## THE LAST NEW-YORK IRON-CLAD.

A few days since the keel of a vessel was laid at the Delamater Iron Works. She is to be about 250 feet long, and of proportionate draft and width. She will be constructed with the greatest care, and every effort made to make her a perfectly efficient ship. A ship-house has been raised in which the work on her will be executed.

## MR. WEBB'S TREMENDOUS RAM.

Mr. Webb of this city has contracted with the Government for the building of a ram which will eclipse in size and destructive power everything afloat in the waters of the United States. She will cost over a million of money (\$1,250,000), and be plated with iron no less than six inches thick. She will have two revolving turrets, and on the bow there will be a cover of 12-inch iron. A solid projecting ram will protrude from the bow.

## A VESSEL TO BE BUILT AT THE NAVY-YARD.

An iron-clad vessel is to be commenced immediately in the western ship-house of the Brooklyn Navy-Yard. She is to be 300 feet long and 50 feet beam, with proportionate depth of hold.

## THE GUNBOATS BUILT FOR GEN. FREMONT.

When Gen. Fremont took command of the Western Military Department he contracted for the construction of seven iron-clad gunboats for the War Department, which have been transferred to the management of Secretary Welles. These vessels were named:

CALIFORNIA, CINCINNATI, ST. LOUIS, PITTSBURG, BENTON.

Some of these were built at St. Louis, the other three at Mound City. They are nearly all alike, and, as a general thing, of the following dimensions: Extreme length, 175 feet; breadth of beam, 51 feet; depth of hold, 6 feet. Their armament consists of 16 guns, each of heavy metal. To afford greater security to the engines, &c., those portions surrounding them are iron-plated, each plate being 24 inches thick. Each boat cost \$30,000, or \$300,000 in all. They are built very wide in proportion to their length, giving them almost the same steadiness in action that a stationary land battery would possess. They are constructed on the same principle as the famous iron battery at Charleston, the sides sloping upward and downward from the water-line, at an angle of 45 degrees. The bow battery on each boat consists of solid oak timber 26 inches in thickness, plated on the exterior surface with iron 24 inches thick. The side and stern batteries are somewhat thinner, but have the same thickness of iron over that portion covering the machinery. The boats were built so that in action they could be kept "bow on," hence the superior strength of the bow battery. Broadside effect was arranged as to be delivered with terrible effect while shifting position. To facilitate movements in action, the engines and machinery are of the most powerful kind. The boilers are five in number, constructed to work in connection with or independent of each other. In case of damage done to any one or more of them, a valve was arranged to close the connection between the damaged and undamaged boilers. These two boats, provided by the foresight of Gen. Fremont, have done is already matter of history.

In addition to these the Cheateau and Fort Henry have been purchased by the Navy Department, and are being rapidly prepared for sea.

## CAPT. ERICSSON'S LATEST CONTRACT.

The latest contract of Capt. Ericsson with the Government is for two iron-plated ships of remarkable speed and strength. One will be 320 feet long, the other 340. These, it will be seen, will be by far the longest mailed vessels in the Navy. They will also have more powerful engines than any now afloat. The turrets will be strong enough to withstand the shock of the 45-pounders. The armament will consist of 15-inch guns, but the exact number is not yet decided on.

## AMUSEMENTS.

The Summer season is approaching a timely end. In a week or two its title will be disputed by the opening of the regular business of Fall and Winter. Already the nebula of rumor are resolving themselves into fixed announcements. The intentions of managers are no longer seen as from a distance, through an opera-glass, darkly. With the exception of Mr. Wheatley, who still shrouds his future in mystery, they are ready to open their lids, salute inquirers, unveil their charts, hold councils, and impart their plans of campaign. The public is already acquainted with the purposes of the principal theatrical stragglers. We have once before indicated the manner in which Mr. Wallack will resume operations, when his theater gets back under his own judicious and experienced management. Perhaps the errors of the "Summer season" will prove a benefit to him, by emphasizing the contrast between a really bad and a really good administration. Such experiments, however, are hazardous, and we prefer to keep the name of "Wallack's" as the unchangeable synonym for decorum and trustworthy enterprise. The middle of September is settled upon as the time for the reopening. But of all the theaters the Winter Garden is readiest for action. Impatient of longer delay, it presses a fraction of August into its Autumn service. "Tis the last week of Summer" that will witness the return of Miss Bateman and her associates. Meanwhile, the interior of the Garden is to be subjected to rigorous treatment for the benefit of its complexion. A corps of experienced horticulturists will reinvigorate the floral department, which, from temporary neglect, had wilted. Not only will the lilies be repainted, but, we doubt not, the refined gold of the auditorium will be regilded. The intention is to invest the entire establishment with every decorative charm that can be judiciously applied to it. The first honors of the season will be called by Miss Bateman. To her succeeds Mr. Edwin Booth, and next in order are Mr. and Mrs. Barney Williams. Mr. Nixon's plans are announced with no less certainty. He resumes his concerts some time this or next week, in connection with pantomimetry. These he will maintain, we may assume, with pleasure to the public, and profit to himself, until the right moment in September or October, when

"On Fourteenth street will Nixon (James).

A suitably pleasant decision."

week, when all are cordially invited to partake both of "The Spirit of the Flood," and the refreshing draughts of Gabriel through the Garden.

At Niblo's, Gabriel Ravel and his troupe continue their sports. Their audiences last week were larger and their performances in some respects cleverer than ever. Those persons who admit the suspicion that age may invade the faculties of Ravel and his band, should have witnessed the representation of last Saturday night. At no time have they surpassed it. Mr. Marzetti's art in "Jocko" was marvellous. This week opens with the repetition of "The Magic Trumpet." Little John Haslem will continue his Tragic exploits, with a grace that rivals, and a precision that exceeds, Lotard's. A farce by the dramatic company precedes the pantomime each evening. We judge from the remonstrances which come to us from correspondents that this order of entertainment is not popular. One of them entreats that the farce be given last, if at all, in order that those who attend especially to witness the Ravel performances may retire at an earlier hour than is now possible, leaving behind such as may prefer the spoken word. He insists that eleven o'clock is too late an hour for separation, when the actual attraction of the evening might be terminated before ten. We give publicity to his suggestion without undertaking to question a custom which may rest upon some law of the repeal of which would possibly endanger the entire fabric of the theatrical constitution.

At Barnum's Museum, a masterpiece of attraction absorbs the public revere. The friendly contests between Gen. Thumb and Commodore Nutt excite renewed attention. Admiration beams upon the one, while sympathy surrounds the other. The ineffable dignity of the General is brought into bold relief by the volatile ardor of the Commodore. We see a thousand dollars' worth of grace and meaning in each attitude of the General, while we estimate each particular wink of the Commodore at no less a price. What will Mr. Barnum do? The public cannot discriminate. Is the prize divisible? Our own impartial view of the contestants would lead us to decide that each of their little forms is equal to a large figure. But they are not allowed in this case, to travel on their shape. Intellect is the test. The General's intellect is of an antique and stately character, fitting him for the illustration of mythological heroes. This does not, however, prevent him from being thoroughly up to his Bonaparte. The Commodore's intellect is modern and familiar, making him strong in social disbursements and scenes of intoxication. His conversation is eclectic with repartee. In the way of new attraction, Mr. Barnum calls attention to a troupe of tropical fish, with which he has effected a permanent engagement.

Another week of Mr. Florence's eccentric management begins this evening at Wallack's. The plays announced are "Irish Assurance and Yankee Modesty," and "Thrice Married."

Mr. Gottschalk, the pianist, is a native of New-Orleans, and the impression among some who do not know him is that his feelings are with the South at this crisis. At a recent concert given by him in Montreal, the audience attempted to convey an indication of sympathy with him, and to demonstrate at the same time its own sentiments, by calling tumultuously for "Dixie." Mr. Gottschalk, who is heart and soul with the Union, was much disturbed, but waiting until the clamor had subsided, he turned to the piano, and played successfully Hail Columbia, Yankee Doodle, and the Star Spangled Banner, with all the energy and fire he could impart to them. The audience was completely won, yet had the honesty to be ashamed of itself, and to applaud the artist for thus proclaiming his patriotism, reckless of public displeasure. We may say that whoever probes Mr. Gottschalk on this point will be likely to receive sharp treatment, for his conversational powers are known to be as vivid as his professional skill, and the experience of his early life at the South has made him master of the subject in every detail, and taught him arguments which, to say the least, do not lose force from his treatment of them.

## CITY ITEMS.

**THE NEW PASSPORT SYSTEM AT THE UNITED STATES MARSHAL'S OFFICE.**—The following named persons had their passports issued at the office of the United States Marshal on Saturday:

Richard F. Towner, for California; Alfred Arvidson, Liverpool; James W. McMillan, California; Paul S. Hager, San Francisco; Joseph L. Colwell, Canada; H. N. Gore, Nassau; Charles Selfridge, Bremen; W. A. Fraser, Nassau; Henry Freyheime, Hamburg; A. F. B. J. Bonar, Nassau; John P. Palmer, Jamaica; Thomas J. Canada, Liverpool; M. O'Brien, Canada; James H. Robinson, Bermuda; Timothy Dwyer, Liverpool; Fred. Holman, Canada; C. F. Steadman, Panama; Joseph Thompson, Jr., Canada; Gust. Thompson, do; E. K. Paul, do; Henry Hartman, California; James H. K. Dyer, Canada; J. W. Schlemmer, do; Arthur Anderson, Panama; Heinrich Bauer, Germany; F. J. H. Biever, Canada; F. Chaudron, St. John's, N. J.; Denmark Adams, Canada; John E. Hartman, California; H. Clay, Bremen; O. W. Wenzel, California; Joseph Byron, do; H. Bernard, Cuba; A. E. Douglas, Liverpool; John Fawcett, Panama; John H. Lubach, Canada; Weeks Wynter, Europe.

The whole number of passes and passports issued at the office of the United States Marshal, since Aug. 11, is about three hundred. About three hundred more have been applied, and being liable to do military duty, could not obtain passes until they had filed the necessary securities that, in case of their being drafted, they would find substitutes. Persons under or above age are required to make affidavits to that effect, and all persons, liable to be drafted for military duty, are required to give bonds to the amount of \$1,000, so that, in the event of their being drafted, a substitute will be found. Persons who are residents of California, and returning home, are required to make affidavits to the fact, and are furnished with passes. Persons resident in this State, going to California, are required to give bonds, as in the case of persons leaving the country. All the necessary forms of bonds and passes are to be had at the United States Marshal's office free of charge. The affidavits, which have to be made before a United States Commissioner, a Notary Public, or a Commissioner of Deeds, cost from 50 cents to \$1, according to the patriotic notions of said functionaries. Forms of these affidavits should also be provided free of charge at the Marshal's office, or, at least, kept on hand for a reasonable price, so as to prevent strangers being shy of persons who enjoy the nation's calamity as an opportunity to fill their pockets. The office hours are from 9 a. m. till 5 o'clock p. m., being three hours more than the usual daily attendance at this season of the year.

**NEITHER OBEDIENT NOR PATRIOTIC.**—The Jackson Street and Hudson Avenue Ferry Company refuse to take postage stamps in pay for ferriage, and allow their ticket-seller to use very insolent and provoking language to passengers who believe in accommodating their neighbors by adopting the use of the postage stamps. That ferry is not a mail route, and its employees are subject to the draft, and they evidently do not like it.

**ANOTHER SOLDIER DECEASED IN A MOCK AUCTION SHOP.**—A soldier who has been in service fifteen months, and who has participated in seven battles, returned to this city on Saturday morning, and made an investment of \$28 in a watch purchased at a mock-auction shop. A gentleman connected with the city press, seeing the soldier in one of these shops, and suspecting that he had been victimized, called him out, and immediately discovered that his suspicions were well founded. The matter was at once put into the hands of Detective Doyle, who made the auctioneer disgorge the sum of \$28, and

the soldier went to his New-England home a wiser and richer man, determining hereafter to watch his pocket, and pocket his watch when he gets one.

**PREPARATIONS TO RECEIVE COL. CORCORAN.**—Col. Corcoran, a prize so valuable that the Rebels were reluctant to part with him, has reached our lines at last, and will soon be here to take by the hand the friends who have so long and so anxiously waited for his coming. New-York claims the privilege of giving him a public reception to show her appreciation of his courage and patriotism. During the long, long months of imprisonment in the hands of Rebels, subject to the jeers and insults of the ignorant and the scorn of men and women of culture, he has quietly, and without complaint submitted to his fate. Now the inmate of a felon's cell—now the object of derision—now compelled to draw lots for his life—now tantalized with promises of release only given to be broken—now charged with preparing to violate his parole, as an excuse to hold him longer a prisoner of war—he maintains himself like a man and a soldier, manifesting the sublime, patriotic and lofty patriotism of the hero, such as history delights to honor. The various Irish Societies will take the lead in the reception; but Corcoran is public property—all claim a share in him. He periled his life for the Americans as well as for the Irish. He fought for the Union and against Rebellion, without thinking of nationalities, and all will cheerfully co-operate with their Irish fellow-citizens. At a meeting held in the Armory of the 6th Regiment, yesterday afternoon, Capt. Clark in the chair, and Lieut. Duffy, Dalton, Breslin, and Hare associated with him, arrangements were made to give the distinguished soldier a public reception. It is understood that Col. Corcoran is averse to anything like display, and has expressed a desire to be allowed to return to his home in this city quietly; but the people will be disappointed if they are not permitted to give him a rousing welcome. The following gentlemen have been appointed by different Societies in New-York, to proceed at once to Washington and confer with Col. Corcoran, and then telegraph to parties here for future action: Capt. Kirker, Capt. Breslin, Justus Connolly, Judge Daly, R. Gorman, Collector Barney, John Savage, and W. J. Kane. Castle Garden and Cremorne Garden have been freely offered for the reception. Col. Allen, of the Stanton Legion, has tendered the service of his regiment on the day of the reception.

**THE COMMON COUNCIL AND COL. CORCORAN.**—A Committee of the Common Council, consisting of Aldermen Smith and Walsh, and Councilman Hogan, went to Washington last evening to wait upon Col. Corcoran and tender him the hospitalities of the city, also a public reception. They will meet Councilman Stevenson in Baltimore, who will accompany them to the Capital.

**PREMATURELY DRAFTED.**—The latest joke that has been perpetrated recently, in connection with the order for drafting, was developed at the Provost-Marshal's Office on Saturday morning. It appears that Mr. J. Lecor, a member of the 22d Regiment, N. Y. S. M., who did not accompany the regiment to the